From the first day the notice appeared in the Fort Worth Gazette that John C. Ryan & Co. had placed the lots in

On the market the demand for the property has been great and sales have been made rapidly until the lots have

EXCEPT NINETY-SEVE

These will be disposed of in the next ten days, and if you wish to make a splendid investment buy a home,



You Will Act Promptly

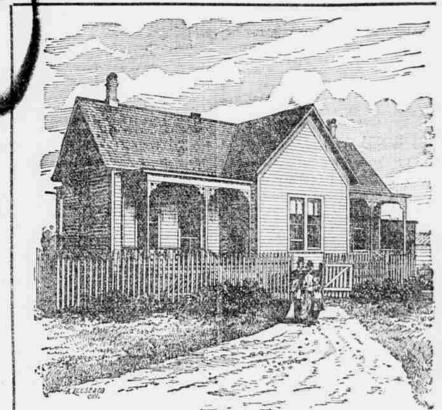
These lots are near electric street car line. We 50x125 feet on 60 feet streets running to 16-feet alleys. Every lot overlooks the city lying immediately adjoining. A splen fid macadamiz a highway the property. Artesian water on the land.

TWENTY HOUSES FOR PURCHASERS

Are BEING BUILT, and all will be completed by January I, 1801.

THE SPLENDID TERMS OFFERED

ARE \$10 CASH and \$10 per MONTH, WITHOUT INTER-EST. Inside of six months every lot will be WORTH AT LEAST \$250, but they can be bought now for \$150 on the terms given.



This is a Cut of the \$650 Cottage.

JOHN G. RYAN

Ground Floor Commercial Club Building, Sixth Street, Between Main and Houston-

OFFICE OPEN TILL 10 O'CLOCK AT NIGHT.

RAILROADS.

Local Time Table

Texas and Pacific.

	(10) p. m. No. 4 daily 6:15 p. m	
ž	No. 8 daily	
	5:50 v. m. No. 1 daily 5:30 a. m. No. 5 daily 9:05 a. m 1:30 a. m. No. 5 daily 4:05 p. m 8:30 p. m. No. 5 daily 4:05 p. m	
	Missouri, Kansas and Texas.	
- 2	trive, Norm-Bornb. Leave.	
	Arrive, SOUTH BOTHS, Leave, 12.0 n. m. 170, daily 7.00 n. m. 180 p. m. 80 daily 620 p. m.	
į,	1:10 p. m	
À	Transcontinental. Nouris source. No. of daily 8:45 a. m	
	Fort Worth to St. Louis 3:15 a. m	
	6:12 p. m. No. 71 daily No. 41 daily	
	Fort Worth and Denver.	
	No. 1 daily 9:30 a. m	
2	1:00 a. m	
5	Culf. Colorado and Santa Fe- trive. Neura-pousp. Leave. No. 10 dally 4:40 p. m. No. 2 daily 4:40 p. m. No. 2 daily 4:40 p. m. 10 p. m. No. 2 daily 4:40 p. m. 118 a. m. No. 1 daily 7:85 a. m. 118 p. m. No. 0 daily 7:85 a. m. 118 p. m. No. 0 daily 2:05 p. m.	
	Fort Worth and Rio Grande	

150 p. m. Express and mail. . . . 8:25 a. m CHEAP RAILROAD TICKETS Buys and setts. HIESHFIELD & WILLIAMS,

Houston and Texas Central.

Arrive. Leave. 5.40 p. m.

No. 44. mail. 5.40 p. m.

No. 45. accommodation. 9:15 a. m.

5:00 p. m... No. 47. accommodation.

All the above trains from the Union Depot.

C. D. Leau, Ticket Agent.

St. Louis, Arkansas and Texas.

THE RAILROADS

An Old Railread Builder Talks of Prospects in Texas.

But Takes Care Not to Give Anything Away-in ternational and Great Northern Gossip-General News.

A GAZETTS reporter engaged Mr. Dan Carey in conversation in front of the Pickwick hotel just before he left the city for Louisiana on the outlook for railroad building in Texas. "I told early in the year," he said, "that there would be but little of it done in 1830. You

can now judge how near right 1 was, as there has been but a few short lines and no extensions of trunk lines built. The Peccs Valley and the Wichita Valley have both been built a few miles. Art line is now being built from Denison to Eperman, the Fort Worth and Bio Grande has

"What points do you think the road will touch in Texas?"
"I am sure it will touch at Wichita Falls."

"To deep water."

There are numerous routes it could take. It could mun down the Fort Worth and Denverto For Worth, and at this point make good deep water connections we that to other roads here."

Have you any idea that will be the plan?"

I did not say so: and in fact I am not in a position to give you any information on that subject. Texas needs railroads, and needs 'hem bandy, no section of the state being in greater need of them than the Panhandle."

THE INTERNATIONAL.

Conjectures as to What Will Become of

What will become of the International and Great Northern railroad-into whose hands it will fall-is now a most interesting problem in railroad circles, and the fate of this line will, in railroad circles, and the fate of this line will, in one way or another, have no little influence on the railroad situation in Texas. The Jour-nal of Finance, published in New York, in re-lering to this marter intimates that an import-ant transaction is about to me mide in relation to this road, and says that it is claimed the dissourt, Kansas and Texas railway, it is said Missouri, Kansas and Texas ratiway, it is said, will soon succeed in accomplishing its long-cherished desire of securing complete control of the International and Great Northern railroad, For years Jay Gould and the Missouri. Kansas and Texas have shared the control of this valuable property, each party striving its utmost to advance its own interests. The Gould Interest in the road was transferred

a year ago to the bondholdors, and the Missouri

The Gould Interest in the road was transferred a year ago to the bondholdors, and the Missouri, Kansas and Texas management, aver since the influence of the Gould vary has been removed from the compains of the company, have redoubled their efforts to increase their hold on the property. Success seems now to te attaching it elf to the schemes so long in contemplation, and there is every probability of an early move being made.

The important changes consequent on such a deal as is now likely to occur at any moment are apparent to any one at all familiar with the complicated relations among Texas railways. Not only does the Missouri, Kansas and Texas secure possession of \$25 miles of new roadbed, but consequences far more important than the mere acquisition of so much more mileage follow such a move. Gaiveston, which is only entered by two foods—the Guid, Colorado and Santa Feand the International and Great Northern—would thus be opened to the Missouri, Kansas and Texas. What valuable concessions it might extract, and what favorable traffic contracts it might make with the Mailory and other lines of steamers touching at Gaiveston, is as yet too early to say. Not less important would be the valuable connections with the Mexican National at Laredo. The preponderating influence that this combination would exert in changing present traffic arrangements in Texas would be such as to change the whole commission of traffic arrangements in Texas would be such as to change the whole commission. changing present traffic arrangements in Texas would be such as to change the whole complex-ion of affairs there.

All IMPORTANT MEETING.

The Coming Deliberations of the Englneers Will Be Watched With Interest.

neers Will Be Watched With Interest.

By reason of the multifarious ways in which railway employes have been asserting themnelves of late, the twenty-seventh annual convention of the International Brotherhood of Locomotive Engineers, which is to be held at Putsburg on Oc ober it, will attract more attention from railroad efficials and the members of o her trainmen's association than is customary to be bestowed on similar conventions. The Brotherhood of Locomotive Engineers has time and again manifested its attength and influence, the future policy of every association of railroad men in the conntry will be based.

Ever since the strike of the Knights on the New York Central failed, owing to the refusal of the engineers to join hands with the strikers, the United Order of Railway Employes, which embraces the Brotherhood of Railway Conductors, the Brotherhood of Railway Conductors, the Brotherhood of Incomotive Firemen, and the Swi'chmen's mutual aid association, has realized the benefits which would come from an alliance with the engineers and has invited them to become members of the federation. This invitation will have the greatest consideration at the coming convention of the engineers, and should they agree to accept it the railway employes will have an organization greater in power than any heretofore existing.

The Texas Central Assessment. The attempt made by Michael Gamsheim

tion scheme of the Houston and Texas Central railroad to enjoin the Central Trust company from imposing the new assessment of \$71.40 per share of \$100, has been in/vain, for Judge Pat-terson, in supreme court chambers, has renwas he d to be illegal and this second assessment was made on July 17 last. It was urged that the new assessment was erroneous and void becan e the stockholiers had no opportunity to be heard, and also because certain expenses and distursements incurred in the reorganization scheme were excessive and void. Julg: Patterson, in refusing the injunction, says that the trust company has done its duty in good faith and has exercised its best judgment in passing upon the matters to be determined by it in connection with this assessment.

Yesterday a special car went west on the Texas and Pacific, having on board General Manager John A. Grant, General Road Master William Sum ners, Division Superintendent J. B. Pani, Division Road Master W. E. Doyle and Resident Engineer P. A. Smith, all of the Texas and Pacific These gentlemen came in over the Transcontinental division, and are on a tour of inspection over the western part of the line.

the wedding at McGregor.

Col. Tom Kingsbery, the popular Southwestern passenger agent of the Louisville and Nashville, was in the city vesterday, having just returned from a trip to Kentucky.

Robert Garrett will be home a fortnight hence, His health is in a worse state than ever; close friends, indeed, are giving up hope that he will ever recover.

A trainload of wine from California, shipped by the Napa Valley Wins company, passed through Fort Worth yesterday en route to St. Louis. There was nineteen cars in the train, and it was the second trainload of wine ever shipped at one time by one establishment. The passenger rate war between the St. Louis roads is still going on, and St. Louis is reaping a rich harvest in consequence.

TRUNK LINE TROUBLES. Because Grain Shipped from Chicago to the Seaboard Was at Cut Rates.

Special to the Gazette. NEW YORK, Oct. 10 .- The Chicago Tribune says that the Atchison refuses to divert freight to other roads in accordance with the decision of the board of arbitration.
St. Paul and Duluth earnings for the year in-A Chicago dispatch says: There is trouble between the trunk lines on account of a belief that a considerable part of the grain shipped from Chicago to the seaboard lately has been taken out at cut rates. We are told that this matter came up at a recent conference of trunk

Passenger Rate War. Special to the Gazette.

line people, but no action was taken in the matter pending an investigation.

New York, Oct. 10.—The St. Louis east-bound roads continue to slash passenger rates, the principal cut, however, being between St. Louis and Cincinnati. Difference with Employes Settled. Special to the Gazette.

New YORK, Oct. 10.—President Hughitt states that nearly all the differences be ween the Northwestern and its employes have been settled, and the conference will probably close to-day. Much Expected of Them.

Special to the Gazette. New York, Oct. 10.-Much good is expected to result from the meeting of the railroad presidents at Chicago next Tuesday to maintain rates on an equitable and profitable basis. It is believed that important action will be taken, which will place the responsibility in the hands of the higher officials of the different com-

Epecial to the Gazette. HENRIETTA, Tex., Oct. 10.-Great interest is being taken in our new projected railroad. The San Angelo, Abilene and Henrietta railroad is getting in good shape; \$1000 a mile and right of way from Red river to Archer county

San Angelo, will be present. Dispatches have been received from parties in Kansas City and New York that they will be at Abilene on the 20th inst. This projected railroad line is receiving great attention, as ft makes a route of over 16 miles nearor from the Southwest to the Kansas City, st. Louis and Chicago markets. Hon. A. D. Goodnough, our mayor, has received letters from capitalists in Kansas City, making an offer to place the bonds of this projec ed line as soon as everything is put in proper shape, and at Abilene, on the 20th inst., everything will be put in satisfactory singe, and within the next sixty days dirt will be flying on this great artery of commerces to the Southwest. this great artery of commerce to the Southwest Parties in New York and Boston who are inter ested in this great enterprise state that the line, will be built from Henrietta southwest to Abilene on to San Angelo, and from there direct to Eagle Pass, Tex., on the Bio Grande.

Property has taken a rise since this line has become an assured fact, and property is changing hands daily.

The "Cotton Belt Route" all is the short line to Memnas and all the The "Cotton Bell Route" General and Personal.

Col. J. P. Moore, general livestock agent of the Texas and Pacific, returned yesterday from St. Lonis. He was alone.

R. M. Carter, traveling passenger agent of the Cotton Belt, returned yesterday from his trip to the wedding at McGregor.

Col. Texas and Pacific, returned yesterday from the cotton Belt, returned yesterday from his trip to the wedding at McGregor.

Col. J. P. Moore, general livestock agent of the conjy line running at many Buffet Sleepers and Down Deep to Memphis without the wedding at McGregor.

Ticket office No. 401 Main street and depot North Fort Worth.

Trains leave 8:25 a. m. della

A Lent S54 Years Old.

Special to the Gazette. PARIS, TEX. Oct. 10 .- Dr. Wilson of this city has a great curiosity in the way of an ancient manuscript. It is a leaf from the book of manusscript. It is a leaf from the book of Ducteronomy and was written in the year of our Lord 10:35, and is therefore 554 years of age. It is on parchment, and the penmanship is absolutely perfect. The letters are all perfectly formed and the lines are as even and regular s if printed in the highest style. Each chapter begins with a large initial latter done in a number of colors arranged in the most artistic manner. The work on this one leaf alone must have taken months of patient toll, as the perfect lettering and skillful coloring required both time and training. It is is the Latin language and the old English text was used. This valuable relie was a present to the doctor from a government official during his recent visit to Philadelphia, and he prizes it very highly.

Saxet surely cures kidney thenses. Pullman Buffet Sleepers and Day Co Fort Worth to Memphia with via the "Cotton B 401 Main street and en Fort Worth.

Two Ladies Narrowly Escape Drowning. Special to the Gazette.
OKLAHOMA CITY, O. T., Oct. 10.—Special Indian Agent Lafe Merritt is here organizing a

surveying corps to survey the reservations of the lowas, Sac and Foxes, Pottawatomies and Shawness, preparatory to the allotment of their lands in acveraitr. While two ladies were driving across the North Canadian river here this morning, their horses scared and backed off the bridge. One of the women received a broken arm and the other was injured internally. They were reacued from drowning with great difficulty.

The "Cotton Belt Route" is the short line to Memphis a is the short line points North, East and Spatiman Buffet the only line to Pallman Buffet Sleeper Day Coaches to Memphis without change. Ticket office No. 401 Main street and depot North Fort Worth. Trains leave 8:25 a. m., daily.

Died from His Wound, Special to the Gazette.

Panis, Tex., Oct. 10.-Lamon Johnson, who was shot from ambush Monday a week ago. was snot from ambush Monday a week ago, near Grant, I. T., by Charles Peters, died Wednesday night. Johnson was a full-blood Indian, and so is Peters. Peters was identified by Johnson as the man who shot him, and is now in the custody of the Onocian steek.

Texas Panhandle Route

Shortest line, quickest time from the Gulf of Mexico, Fort Worth and all principal points in Texas to Rocky Mountain resorts and Pacific c. ast, including Trinidad, Pueblo, Maniton, Colorado Springs, Denver, Col., Salt Lass. Utah, Pertland, Oregon, Tacoms, Seattle and Port Townsend, Daily trains leaving Fort Worth For Townsend, Daily trains leaving Fort Worth

-comprising new and elegantly equipped
fullman Palace Sleeping Cars through to Deaver, connecting at Colorado Junction points etc.,
A. T. & S. P. R. D. & R. G. h. & Go.
Midland Railway and Union 1 of the Colorado
Midland Railway and Union 1 of the Colorado
America and Townsen Colorado
Roman Port Worth to Denver, vil;
Educado Sorings, 530; Pueblo, EC: Trinital,
125. The above tickets bear a final limit to
October Blat. Transit limit on going trip 51
days; on return trip five days from last tourist
point, vir: Trinidad.
Ogden and Sait Lake City and return, \$12.51,
limited to ninety (90) days, with a transit limit

Ogden and Salt Lake City and return, \$7.77, limited to ninety (30) days, with a transit limit of \$\mathbb{S}\$ days in each direction. Cheap tourist rates to all points in Montana, Idaho, California Gregon and all points North and Northwest. The above comprise more noted and magnificent scenery than is compassed in any other routes in the known world. Do not complete your arrangements for a tourist trip until you have applied to the undersigned.

G. P. A., Ft. W. & D. C. Ry., Fort Worth, Tex. G. P. A., D. T. & F. W. Ry., Denrer, Col. H. M. DeHART, General Agent, Dallay, Tex. N. S. DAVIS, City Passenser and Ticket Agent, Third and Main streets, Fort Worth, Tex.

STILL MISSING.

The Waco Hotel Man's Wife Gives Him Up as a Deserter-Special to the Gazette.

WACO, TEX., Oct. 10,-Mr. W. M. Manchester, the missing hotel keeper, has not yet been heard from. The discovery of the fact that he disposed of a part of his property and took all his personal belongings not cambersome has his personal belongings not combersome has convinced his wife that he has deserted her and she so states the case. The management of the hotel was transierred to Messrs. Wiley Jones and Tom Man.

Martha Cobe, a colored woman of Waco, will leave in a few days for Governor's Island to serve as cook for the family of Capt. Hai Kingsbury of the United States army, who is now stationed there. Capt. Kingsbury is a Waco boy, his parents being old and honored residents in this city. The young man married a few years ago in New York, and longing for the good things "Aunt Martha" used to cook for him when a boy, sent for her.

when a boy, sent for her. An ounce of projection has long been recognized superior to and of cure, hence when you find yourself at by coughs, colds or sore throat, use Mrs. Pectoral Balm, which, as its name opplies, and respiratory organs.

Pullman Buffet Sleepers and May Coaches Fort Worth to Mentous without change, via the Market Bott Route.'' via the West Route. depot North Fort Worth.

BOSTON, MASS., Oct. 9 .- In the United State,

court to-day a decision was filed in the case of the Pullman Palace Car Co. vs. the Bosto and Albany Railroad for infringement of patent granted in 1889 to George M. Pullman for a new and useful improvement in solid vestibule connections between railroad cars. The decision is in favor of the complain-ant and is substantially a verdict against the Warnenscumpany.

SANTA FE ROUTE. NORTH BOUND. No. 10. No. 2. STATIONS. No. 1. No. 3 Leave - Arrive-6:10 am . Galveston .. 11:40 pm 6:25 am L. Houston. A 11:25 pm Leave— 8:20 pm 8:25 pm A. Cleburne. D 8:53 am

Leave—
8:40 pm 10:00 am L. Cleburne ... 5:15 pm a5:45 am
11.10 pm 12:30 pm a ... Dallas .. b 2:45 pm 16:15 am
12:45 pm D. Dallas .. a 2:44 pm ...
5:40 pm Paris .. a 9:00 am
6:30 pm St. Louis L 8:25 am
.... Pullman Palace Buffet Sleeping Cars bet Fullman Palace Buffet Sleeping Cars between Galveston and Kansas City on trains Nos. 1 & 2.
A.1 classes of European steamship tickets (outward or prepaid) sold at lowest rates, and all information furnished on any lication.

H. G. THOMPSON,
M. DOHERTY, City P. & T. A.
C. D. LUSK, Depot T. A., 316 Houston street,
Corner Third, Fort Worth, Tex.

The Cotton Belt Route

Shortest, Quickest≡Only Line

THROUGH CAR SERVICE TO MEETHIS

Carrying Through Coaches and Pullman Buffet Sleepers Ft. Worth to Memphis,

Connecting at that point with through trains to all points East and Southeast.

All further information cheerfully furnished on application to any of the following:

G. W. BARNHART,

Depot Agent, Bort Worth,

J. G. HARRIS,

Gen'l Ag't, 401 Main street, Fort Worth,

W. H. WINFIELD,

Gen. Pass. Ag't lines in Terras. Terras range. Gen. Pass. Ag't lines in Texas, Texarkana, Tex. H. G. FLEMING, General Manager and Chief Engineer lines in Texas, Texarkana, Tex.

Tragedy at an Asylum. NEW YORK, Oct. 9.—James M. Daugherty, the student who made himself notorious recently by prosecuting the actress Mary

Low Rates East. The Ohio and Mississippi railway is now selling tickets from St. Louis to points East at following low rates: New Tork, \$13; Boston, \$16; Philadelphia, Baltimore and Washington



TO ALL POINTS

NORTH and EAST!

THROUGH TRAINS CARRY

Pullman Sleepers Between points in TEXAS and

CHICAGO COLLOUIS

KANSAS CITY.

Close connections in all of the above cities with fast trains of Eastern and Northern lues, make the M. K. & T. R'y the best line to

New York, Boston, Montreal and St. Pan' J. E. SMITH, City Ticket Agent, corner Fourta and Houston streets,
D. LUSK, Ticket Agent, Union Depot.
D. LAWSON, Texas Traveling Passenger Agent. JEO. A. EDDY, H. C. CROSS, Receivers. J. J. FREY, Gen. Supt., Sedalia, Mo. J. WALDO, General Traffic Manager, Sedalia,

Mo.
H. P. HUGHES, Ass't Gen. Pass. Ag't, Fort Worth, Tex. GANTON MESLIER, Gen. Pass. and Ticket

Texas and Pacific

RAIL WAY. The great popular route between

The East and the West

Short Line to New Orleans and all Points in Louisians

New Mexico.

Favorite Line to the North, East

AND SOUTHEAST.

Double daily line of Pullman Palace Sleeping are through to St. Louis via IRON MOUNTAIN ROUTE

See that your ticket reads via the Texas and Pacific railway. For maps, time tables, tickets, rates and all required information, call on C. D. LUSK, Ticket Agent, Union depot, Fort Worth. JAKE ZURN, Ticket Ag't, city office cor. Main and Third sts. C. P. FEGAN. Traveling Passenger Agent, Dallas, Tex. B. W. McCULLOUGH, Gen. Pass. and Ticket Agent, Dallas, Tex. JNO. A. GRANT. General Manager.

ATENTS. WM. G. HENDERSON

on, Obs. \$550. For furth action call our or address.

A. J. LYTTLE, G. W. P. Agent, Examining Corps, U. S. Patent Offices. Scale 105 N. Broadway, St. Louis, Mo. Correspondence invited.